

CLAIMS

1. A fuel injection system (3, 17, 18) of an internal combustion engine, having at least one local pump element (1) per cylinder, associated with each injector (2), of a unit fuel injector or a pump-line-nozzle system for compressing the fuel, characterized in that the injector (2) and/or the supply line to the injector (2) forms a local pressure reservoir chamber; that a check valve (9) is integrated into the supply line from the pump element (1) to the injector (2); that a control valve (8) is provided for generating high pressure in the closed state of the control valve (8) during the cam stroke; and that a throttle (16; 18) is provided for controlling the pressure decrease of a nozzle chamber (11) of the injector.
2. The fuel injection system according to claim 1, characterized in that a throttle (16) connected parallel to the check valve (9) is integrated.
3. The fuel injection system according to claim 2, characterized in that a pressure-holding valve (19) is connected in series with the throttle (6).
4. The fuel injection system according to claim 1, characterized in that the supply line from the pump element (1) to the injector (2) is connected to a control chamber of the injector (2) via a valve unit (15).